KETCHIKAN
LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Hard-surfaced runways
- Unverified
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or runways with usable length adjustments
- Open dot within hard-surfaced runway configuration indicates approximate 2DFL runway length and configuration.

All hard-surfaced runways, including those closed, at airports with 2DFL runway length data.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having automatic value
- Military - Other than hard-surfaced, all military airports and heliports. Consult publications for details.
- Seaplane Base
- Heliport
- Abandoned or Closed Airport having landmark value, 3000 ft. or greater
- Glider
- Ultralight
- Flight Park Sites

Full explanation concerning the use of this marks around basic airport symbol, Chart Supplement for details and availability of airports with hard-surfaced runways greater than 8069 ft.

NOTE: Airports with only unverified information are not charted.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and non-towered airspace associated with the primary airport is charted.

- Class B Airspace
- Class C Airspace
- Class D Airspace with operating control tower (see Part 91.215(b))
- Ceiling of Class C Airspace in hundreds of feet (a slope ceiling indicates variable ceiling) and excluding that ceiling
- Class E Airspace with floor 1200 ft. or higher
- Class E Airspace with floor 700 ft. above surface (Class E Airspace)
- Class E Airspace with floor 1200 ft. above surface (Class E Airspace)
- Class E Airspace with floor 14,500 ft. or higher (Class E Airspace)
- Differentiates floors of Class E Airspace (surface areas, 700 ft. and 1200 ft.) and floors of 4000 MSL, 14,500 MSL and 18,000 MSL unless otherwise designated with the Federal Airways and RNAV T Routes are indicated by center line symbol. Floors of Class E Airspace, Jet Routes and Victor Airways which establish intersections.
- Prohibited, Restricted, Warning Areas
- Alert Areas, Military Operations Areas (MOA), Controlled Firing Areas (CFA), and ATCAA
- Special Airport Traffic Area
- Special Use Airspace - Published Airshow Airspace - Temporary Flight Restrictions

COMMUNICATION BOXES

- ONOZUKA 357° 118.6 OAK 34°
- Airport Name
- Common Traffic Advisory Frequency (CTAF)
- Crosshatch indicates Limited Hours
- Operator Ads Non-Common Frequency
- ASOS/AWOS
- Weather Camera
- FSS radio frequency name — SAVAGE
- 123.6 POWER HOW

This is how to read Flight Service Station (FSS) Frequencies (VLF, HIGH and VHF) are available at many Alaskan FSSs and are not shown above boxes. All other Frequencies are shown.

- R - Receive only
- Frequencies above this line are remoted to Adak(D) sec. Other FSS frequencies providing Limited Hours service (Lim.) may be determined by altitude and terrain. Consult Chart Supplement for details.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR/DME
- VORTAC
- TACAN
- VOR/TAC
- NDB (Compass Locator Facilities, i.e. FSS Outlet, ROZ, etc.)
- Non-Directional Radio Beacon (NDB)
- NDB / DME

OBSTRUCTIONS

1000 ft and higher AGL (along the route of flight)

- Above 200 ft & below 1000 ft AGL (along the route of flight)
- Wind Turbine Farm
- Elevation of the highest obstacle (or group of closely spaced obstacles) in thousands of feet above mean sea level (MSL)
- Obstruction with high intensity lights
- Obstruction with medium intensity lights

MISCELLANEOUS

- VOR/DME/TACAN Checkpoint
- Aerodrome Practice Area
- G - Glider Operations
- H - Helicopter Activity
- M - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- STEAMAN Intersection TPR into Steaman, 357° 118.6 OAK 8 NW 000° MSC
- Marine Light
- Alaska Launch Activity Area
- Magnetic Line of Position
- HPX/Y VFR Waypoints
- 0000 (VPX/Y)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Weather Radar Unit (Primary/Secondary)
- Mountain Pass (Elevation in hundreds of Feet)

Pass symbol does not indicate a recommended route of flight through the pass. Pass symbol does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

- Aerial Cable
- 838 Elevation Base of Tower

AIRPORT DATA

- Boo Indicates FAR 93, Special Air Traffic Rules & Airport Traffic Patterns (within 2 NM/3,000 ft. surface area)
- 1200 - 1 3/4 S ◆ 210 120.9 — Location Identifier — Distance — Direction — Airport Elevation — Airport Beacon Color Code
- VFR Advisory Available
- ATIS Broadcasts on Published Frequency
- FSS – Flight Service Station
- Fuel available, call for specific VFR flight is prohibited.
- 118.3 Tower (ATCT) Control Frequency
- Star indicates operation part-time. See hours/ frequencies in Chart Supplement.
- Follows the Common Traffic Advisory Frequency (CTAF)
- Weather Camera
- ATIS 135.2 – Automatic Terminal Information Service
- AWOS-3 119.025 – Automatic Flight-Information Service (AFIS)
- ASOS/AWOS 135.42 – Automated Surface Weather Observing System/Automated Weather Observing System. Some ASOS/AWOS facilities may not be located at airports.
- UNICOM – Aeronautical advisory station
- CTAF – Common Traffic Advisory Frequency where full-time ATIS are available and Frequency is other than primary (D) frequency.
- 2400 – Elevation in feet
- L – Lighting limitations exist; refer to Supplement.
- Lighting limitations exist; refer to Supplement. Runway usable length less than full length.

Where consecutive runways have the same character is replaced by a dash. Lighting codes refer to runway edge lights and may be operated by the based owner or not taught lighting.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator (IR or VR) are charted. Route width is not charted.

DoD users refer to Area Planning-MTR Military Training Routes North and South America for current routes.

For weather camera information visit https://weathercams.faa.gov

Class G Airspace within the United States extends up to but not including 14,500 ft. MSL (or 1,200 ft. above the terrain) within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

CAUTION: Before landing fixed-wing aircraft on the lands or waters within the boundaries of lands administered by the National Park Service (NPS) and U.S. Fish and Wildlife Service (FWS), pilots should check with the respective agency for local restrictions. Landing aircraft on these lands or waters may be prohibited or restricted. Landings within the boundaries of the lands administered by the NPS, FWS, and U.S. Forest Service (USFS) Wilderness areas, including waters thereof, are prohibited. Exceptions may be authorized by permit. Information can be found in the chart margin. For contact information for all these areas in Alaska, see Supplement (Area Notices).

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters administered by the NPS, FWS, or USFS Wilderness areas. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules Over Noise Sensitive Areas," recommends a minimum altitude of 2,000 feet above the surface for flights over the tops or ridges of mountains, mountain ridges, or the uppermost rim of a canyon or valley.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife (16 USC 742j-1; 50 CFR Part 18). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Alaska Natives Hotline: Hotline: (800) 478-6546
Alaska Region Refuge Info: (907) 786-3399

Includes: *Admiralty Island National Monument, Kuiu Wilderness, Tebenkof Bay Wilderness, Chuck River Wilderness, Maurelle Island Wilderness, Tracy Arm Fords Terror Wilderness, Coronation Island Wilderness, Petersburg Creek Duncan Salt Chuck Wilderness, Warren Island Wilderness, Misty Fjords National Monument, Cleveland Peninsula Wilderness, Karta River Wilderness, Karta Bay Wilderness, Karta River Wilderness, South Etolin Wilderness, Young Lake Wilderness, Kootznoowoo Wilderness, and South Prince of Wales Wilderness.*

- Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

KETCHIKAN SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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Item Mgt. No. SECXXKETCHIKAN

ER DATE 26078

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. To plot a direct route between two points on the chart that lie more than one but less than two degrees of latitude apart, select a meridian between each pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a straight line connecting the two points.

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. Place the edge of the paper along the meridian selected, using the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge). Mark the point where the meridian line on the paper that is the edge of the paper along with the destination point on the chart. Label this point MARK A on edge of the paper where it meets that point. (Figure 1)

STEP 3 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart and paper in the direction of the other side of the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 4 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the edge of the chart. Make that LINE A. (Figure 2)

STEP 5 - Take the sheet of paper with MARK A on it and MATCH LINE and extend the edge of the paper so that MATCH LINE will intersect LINE A. Mark the point where the edge of the paper intersects LINE A, MARK C. (Figure 3)

STEP 6 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 7 - Take the sheet of paper and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 5)

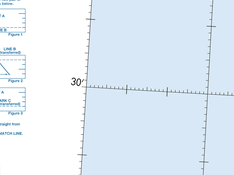

Figure 1 Figure 2 Figure 3

REGULATORY NOTICES
KETCHIKAN INTERNATIONAL AIRPORT
SPECIAL RULE AREA FAR PART 93

Airspace

Special air traffic rules and communication requirements are in effect for persons operating aircraft under VFR, to, from, or in the vicinity of the Ketchikan International Airport or Ketchikan VOR/DME. These requirements apply within the Ketchikan Class E Airspace area and within the surface area of the Ketchikan Class E Airspace, regardless of whether that airspace is in effect.

Communications

When the Ketchikan Flight Service Station is in operation, no person may operate an aircraft in the surface area of the Ketchikan International Airport or Ketchikan International Airport, unless that person establishes and maintains two-way radio communications with Ketchikan Flight Service Station. This requirement is to ensure that pilots receive appropriate traffic advisories concerning other aircraft.

When the Ketchikan Flight Service Station is not in operation, each pilot must continuously monitor the appropriate facility, as appropriate, on the designated common traffic advisory frequency (CTAF) as follows:

For inbound flights. Announce position and intentions when no less than 10 miles from the Ketchikan International Airport on the designated frequency until clear of the movement area on the airport or Ketchikan Harbor.

For departing flights. Announce position and intentions prior to taxiing onto the active runway (or the airport in the movement area of Ketchikan Harbor and monitor the designated frequency until outside of the airspace described above, and announce position and intentions when leaving the airspace.

If two-way radio communications failure occurs in flight, a person may operate the aircraft to a landing.

Aircraft Operation

Where a pilot receives an advisory from the Ketchikan Flight Service Station that an aircraft is on final approach to the Ketchikan International Airport, that pilot must remain clear of the runway until the approaching aircraft has landed and has cleared the runway.

Unless otherwise authorized by ATC, each person operating a large airplane or a turbine engine powered airplane shall:

When approaching to land at the Ketchikan International Airport, maintain an altitude of no less than 1,500 feet within three miles of the airport; and

After take-off from the Ketchikan International Airport, maintain runway heading until reaching an altitude of 900 feet MSL.

NOTE
KETCHIKAN RECOMMENDED STANDARD VFR ARRIVAL AND DEPARTURE PROCEDURES AND PATTERNS

Aircraft normally arrive and depart the Ketchikan Class E surface area airspace via the Tongass Narrows. This results in aircraft passing very close in an area with little maneuvering room. In response to the higher-than-normal risks and to ensure an acceptable margin of aviation safety, pilots are urged to use the following procedures. These procedures are not mandatory. Single engine wheeled aircraft are in use for all VFR operations in the Ketchikan and Tongass Narrows area. Copies of these procedures and patterns can be obtained from the Chart Supplement Alaska, Ketchikan, AK, Airport Data.

Ketchikan Flight Service Station
1000 Airport Terminal Bldg.
Ketchikan, Alaska 99901

Juneau Flight Service Station
9200 Cessna Drive
Juneau, Alaska 99801

Sitka Flight Service Station
1100 Airport Road
Sitka, Alaska 99835

The recommended pattern in use at the Ketchikan Harbor and Airport will be broadcast on the Ketchikan CTAF. For VFR flights in the Juneau Class E Airspace, Ketchikan FSS will provide recommended pattern information on 122.6 MHz.

KETCHIKAN
SCALE 1:250,000
ANNETTE ISLAND
METLAKATLA
PRINCE OF WALES ISLAND
GRAVINA ISLAND
MAHOUD ISLAND
MILE POINT
MOUNT HOLBROOK
MOUNT STOKES
MOUNT WOLLASTON
MOUNT FOLEY
MOUNT DAVIES
MOUNT CLEVELAND
MOUNT CHAMBERLIN
MOUNT CHAPPELL
MOUNT CHAMBERS
MOUNT CHAMBERLAIN
MOUNT CHAMBERLAIN
MOUNT CHAMBERLAIN